

38 FIRE FIGHTERS KILLED IN TWO CITIES

SUBWAY GRAB UP TO THREE CITY HEADS

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FINAL EDITION

The



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GREAT SUBWAY GRAB HELD UP TWO WEEKS BY ESTIMATE BOARD

Sent Into Transit Committee by Desire of Mayor, After Five Borough Presidents Ask for Consideration by Entire Membership.

The offer of the Interborough system to operate the proposed new subway extensions is now in the hands of the Transit Committee of the Board of Estimate and Apportionment, which committee is made up of Mayor Gaynor, Comptroller Prendergast and President Mitchel of the Board of Aldermen. The committee is to report to the Board at the next meeting, January 5th.

This action was taken at to-day's meeting of the Board of Estimate, after Mayor Gaynor had been sent for to preside and after he had gracefully sidestepped and allowed Mr. Mitchel, who had been in the chair during the transaction of routine business, to remain there. It was the first time under the prevalent form of government that the Mayor, being present at a meeting of the Board of Estimate, has failed to preside.

The Board was divided as to what method should be used in handling the communication of the Public Service Commission embracing the Interborough offer, which was transmitted to the Board last Tuesday after the calendar for to-day had been made up.

Comptroller Prendergast was of the opinion that the Public Service Commission had sent the communication to the Board for the purpose of avoiding a definite stand and putting up a decision on the Interborough offer to the officials of the city government. He was willing to refuse to consider the communication at all, but said that if the sentiment of his colleagues was against him on that point he believed the communication should be referred to the transit committee.

McAneny for Immediate Action. Borough President McAneny suggested that the communication be referred to the Board as a Committee of the Whole. He regarded the reference of the matter

COOK DISCOVERS HIMSELF AT SEA BY POLELESS-WIRE

Great Explorer Clinches His Identity, Approaching on Ship Not Named for Him.

PROMISES NEW FINDS.

May Start at Once on Trail of the Source of Great Subway Bunk.

The steamship George Washington—named for the man who could not tell a lie—having on board Dr. Frederick A. Cook, the man who could not tell a lie either—successfully arrived off Fire Island this afternoon. Realizing the impossibility of interviewing the good Doctor in person between then and nightfall, The Evening World got in touch with him by means of private wireless—wireless and Poleless, too—and the following conversation ensued: The Evening World—Hello! Is that Dr. Cook?

A Voice—Yes—no—yes—I mean no. You see, I've got so in the habit of saying things and then taking them back that it's almost impossible for me to focus on anything. Anyway, I think this is it—it feels like it.

The Evening World—Thanks. Well, Doc, everybody in New York is waiting for you.

Dr. Cook—I am a modest man, as you may know, and, really, I would prefer not to have any large public receptions given in my honor. I am travelling simply at present, bringing with me as baggage only my engraved copy of the Freedom of the City extended to me on a former occasion by the Board of Aldermen; my autographed photograph of Walter Wellman, the only Arctic explorer besides myself who ever went south looking for the North Pole. The manuscript of my last confession retracting all previous confessions, and a small jar of souvenir gumdrops. You remember how New York felt that gumdrop stuff before. I am also framing a plan for my next great achievement in the line of discovery. I am going to discover the source of the subway bunk. I shall trace it to its lair. Pronounce fair either way, also remember that on my last arrival flowers were thrown at me. I'll be satisfied this time if nobody throws fruit.

Borough Heads With McAneny. Mr. Mitchel said that the Mayor had asked to be summoned if anything of

(Continued on Fourth Page.)

38 KILLED FIGHTING BIG FIRES IN CHICAGO AND PHILADELPHIA

Searching Ruins of Philadelphia Factory After Fourteen Were Killed by Falling Walls

(Especially photographed for The Evening World and rushed from Philadelphia by special messenger.)



SCENE OF PHILADELPHIA FIRE.

HIS LAST CHANCE TO EXPLAIN WHO GOT STOLEN CASH

Wider, Looter of the Russo-Chinese Bank, Appears Before O'Sullivan.

Erwin J. Wider, who confessed long ago to having stolen \$50,000 from the Russo-Chinese Bank, but has never revealed what became of the \$20,000 of it which he did not lose in Wall street, had his last chance to-day to lessen his sentence by revealing the truth about the missing money.

Gilbert D. Lamb and Rufus Peckham, of James W. Osborne's office, met Wider when he was brought over from the Tombs to Judge O'Sullivan's chambers. They have been his counsel since the retirement of L. B. Glushko, who had no apparent success in getting him to tell the court anything about the disappearance of the money.

"Now, Wider," said Mr. Lamb to him in the presence of a number of newspaper reporters, "this is your last chance. If you tell Judge O'Sullivan exactly just what you have told us, and if your story can be corroborated by other witnesses, the District Attorney will not oppose an application for clearance in your sentence for the five indictments to which you have already pleaded guilty."

"All right," said Wider, solemnly. He went into the Judge's chamber. Julius Goldman, counsel for the loved bank, and District Attorney Whitman with his chief assistant, Frank Moss, were in the room. No direct information as to Wider's statement was given out, but he was understood to have tried to prove from the books of the bank that his brokers had not kept track of the money which he took out of Wall street. He accounted for \$20,000 of the missing money.

TWO KILLED IN WRECK.

ROANOKE, Va., Dec. 22.—A rear-end collision, on the Norfolk and Western Railroad, add to have been due to misunderstanding the signals, cost the lives of Conductor J. A. Snyder and brakeman H. H. Rowzee, early this morning.

AVIATOR GRACE FLIES CHANNEL THEN GOES BACK

Englishman with New York Relatives Makes Round Trip Trying to Win \$20,000 Prize.

DOVER, England, Dec. 22.—Cecil Grace, the English aviator, who is a nephew of M. P. Grace of New York, made a round trip flight across the English Channel to-day, in the competition for the De Forest prize of \$20,000. He started for this city this morning in a dense fog in the flight from England to France and after crossing the Channel passed over Calais and flew to the Belgian frontier. His winds compelled him to turn about and he returned to Calais, where he landed at the aviation grounds.

He was given a good reception, and after a rest of a few hours made the start on his return flight to England at 2 o'clock this afternoon. Grace had his machine under perfect control and his time on the return trip over the water was fast. He landed at Deal in England in first class condition.

Second to Perform Feat. While Grace's feat has been performed only by one other man, Capt. Roils, also an Englishman, it is a matter of doubt whether he will be given the De Forest prize, as the award is evidently for the longest distance flight.

Capt. Roils, who was a millionaire, made a continuous flight across the Channel and return, while Grace made a landing at Calais. Roils was killed some months ago at an aviation meet in England.

Daron de Forrest has offered a prize of \$20,000 for the longest flight, including the crossing of the English Channel, made in 1909 by an Englishman in an English built machine.

Several aviators had been waiting a favorable opportunity to compete for the trophy. Sopwith has already set a mark of 190 miles.

Grace Has Many Prizes. Claude Grahame-White, who won the international aviation cup at Belmont Park, planned to try for the prize on



JAMES HORAN FIRE MARSHAL CHICAGO.

BY COURTESY OF "THE CHIEF."

the same day, but in a try-out spin he met with an accident which wrecked his machine. He had a narrow escape from serious injury.

Aviator Grace is wealthy and prominent in the ranks of gentleman sports. He has figured largely in English aviation events for some time and won many prizes.

FRENCH AVIATORS WIN NEW RECORDS.

PARIS, Dec. 22.—French aviators are hanging up new world's records. To-day Lieut. Camerman established a new mark for the longest cross-country flight with a passenger, covering 147 miles in four hours and two minutes, thereby winning the prize offered by Lucien Weiler, the head of the French syndicate which purchased the rights in France to the Wright patents. The former record was held by Henry Weymann, the American, who on Sept. 1 in an unsuccessful attempt for the Michelin Prize made a non-stop passenger run of 184.2 miles in 18 minutes.

Mlle. Helen Dutrieu, who increased the woman's cross-country record from 80 to 100 kilometers (49.34 miles), will be awarded the "Coupe Femina."

This afternoon M. Laurens won the Deper Duesen Cup of flying 100 kilometers (62.1 miles) in 18 minutes.

1885.—LES MOULINEAUX, France, Dec. 22.—M. Laurens, with a passenger, started at 11:55 o'clock this morning in an attempt to win the Auto Club's prize of \$20,000 for a two-man aeroplane flight from Paris to Brussel and return.

Are You Going South? Hines, Baltimore, and several other cities for an hour at the World Travel Bureau, Agency, New York, World Building, 1000, checking room, for baggage and express always open. Express packages received for shipment in all parts of the world. Money orders and travellers' checks issued.

Thrilling Features of Disasters in Two Great Cities

Fire Chief James Horan and Twenty of His Men, Fighting Stockyards Blaze, Seek Shelter Under a Huge Canopy, Which Falls and Crushes Them to Death.

Comrades of the Victims, Appalled by the Loss, Tear Frantically at the Blistering Bricks with Their Bare Hands in Efforts to Save Even the Bodies.

Fireman William Glazier, Caught in Ruins of Quaker City Factory, Is Fed Through a Tube and Stimulated With Oxygen for Twelve Hours Until Rescued.

Thirty-seven firemen and one policeman were killed and at least 100 were injured in fires early to-day in Chicago and Philadelphia. Most of the victims were crushed under falling walls.

The Chicago blaze threatened to destroy the Stock Yards. Fire Marshal James Horan, Battalion Chief William Burroughs, Lieut. Fitzgerald and eighteen men were crushed beneath a heavy canopy which fell on them while they were fighting the flames in the beef house of Nelson Morris & Co. The number of injured will exceed fifty.

The blaze spread rapidly and at noon threatened widespread destruction in the Stock Yards district. There was not enough water to fight the flames. By 1 o'clock the firemen had the flames hedged in.

The Philadelphia disaster was in the Friedlander Leather Works, in North Bodine street. Many of the dead were in a rescue party, who sought to enter the ruins when one wall was still standing and were crushed under it. Thirteen firemen and one policeman were killed and more than fifty injured. Many bystanders were hurt. One fireman was rescued alive after being pinned under the wreckage for twelve hours.

Chicago Fire Chief Killed With 23 Men Under Canopy

CHICAGO, Dec. 22.—Fire Marshal James Horan, twenty-two firemen and a boy were killed to-day in a fire which caused \$1,250,000 damage to the warehouse and stock of Morris & Co., packers, and for hours threatened the whole stockyards district.

The injured will number more than fifty, listing being difficult because they were rushed in ambulances and private automobiles to hospitals and homes in many sections of the city.

Second Assistant Fire Marshal William J. Burroughs, chief of city firemen, two private firemen of Morris & Co., and Stephen Leen, sixteen years old, yard clerk of the Chicago Junction Railroad Company, are those killed in addition to Marshal Horan.

At 1 P. M. the fire had been hedged in and its spread had been checked, but efforts to save any of the buildings originally attacked by the flames were vain. The buildings destroyed included two warehouses full of dressed meat and hamp, and a tall house and other structures.

Chief Horan and his men had taken shelter under a wooden canopy at the Morris plant when a terrific explosion of ammonia tore off the roof of the burning structure, forced out the walls and sent the canopy crashing down upon them.

Scarcely all those who were not killed outright when the walls fell were roasted to death before help could reach them.

Other firemen, witnesses of the fate of their chief, deserted for a brief time other parts of the blazing structure and sought with their bare hands to drag apart the glowing bricks and debris which covered the body of their chief and his companions.

Finding this a vain effort, they obeyed again the direction of Assistant Marshal Seyferlich and redoubled their efforts to shut in the spreading area of flame.

Explosion Starts Blaze. The fire was first discovered about 4 o'clock by a watchman in the Morris & Co. beef house at Forty-third and Loomis streets. An ammonia pipe, bursting, started a blaze that spread so quickly that the watchman barely had turned in the alarm before the flames began bursting from the building.

Fire Marshal Horan, head of the fire

HERE'S HOW SUBWAY OFFERS ARE HANDLED IN NEWARK

Transportation Company Offers to Build Immediately Under Any Terms or Plans City Might Make or Suggest—Mayor Acts at Once.

(Special Despatch to The Evening World.)

NEWARK, N. J., Dec. 22.—An offer was made by President Thomas N. McCarter of the Public Service Corporation in a letter to Mayor Haussling to-day, to relieve existing traffic congestion and improve general transit conditions by the construction of a subway system in this city.

Mr. McCarter stated that, under fair terms, the corporation is willing to finance the entire undertaking, or if the city deems it best, to build and own the subway, the company will lease and operate the property. The plan set forth by Mr. McCarter embraces the construction of the subway in Broad street, from Bridge street to Clinton avenue, the abandonment of the Morris Canal and the use of the latter for an open subway.

As an alternative proposition for the canal part of the plan, Mr. McCarter suggests a subway in Market street, from the Pennsylvania Railroad depot to the Court-house.

Incidentally, the railway president expresses the belief that the Pennsylvania Road might be induced to extend its high speed line to the apex of the military park, where the suggested subway would cross. The letter will be referred by the Mayor to the Board of Works.

\$11,000 VERDICT FOR LEG.

Jury Gives Mrs. Cleary Heavy Damages for Accident in the Dakota.

One of the heaviest verdicts for personal injuries awarded in the civil courts for months was found for Mrs. Ellen Cleary by a jury before Justice Goff in the Supreme Court to-day. For the

loss of her left leg by the bursting of a revolving drying machine in the laundry of the Dakota apartment house, Seventy-second street and Central Park West, Mrs. Cleary was given \$11,000.

This suit was filed against Edward Severn Clark, owner of the building, and was argued four days. Mrs. Cleary was wheeled into court each day on an invalid's chair.

A CHRISTMAS CAROL

The words and music of a beautiful Christmas carol in every copy of next Sunday's World. Order from your newsdealer in advance.